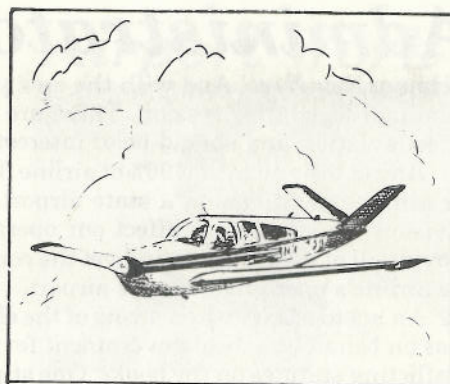


Montana and the Sky



Vol. 32, No. 1

MONTANA AERONAUTICS DIVISION

January, 1981

Two Aviation Pioneers Succumb

During the month of December, Montana lost two of its memorable aviation pioneers. John Lynch, founder of Lynch Flying Service and Bob Johnson, founder of Johnson Flying Service died after long illnesses.

John Lynch, 70, was instrumental in the development of light aircraft usage in business and agriculture in the state.

John bought his first airplane, an OX-5 powered Curtis Robin, in Shelby in 1934, the year his older brother, Leonard, taught him to fly.

In 1939 John received his commercial pilot's license and operated and instructed in flying clubs for two years in the communities of Cut Bank, Conrad, Shelby and Havre.

In 1940 he organized and operated the Civilian Pilot Training Program in conjunction with Montana State College. Through the program he taught area pilots to fly for the military during World War II.

After receiving his multi-engine rating, he operated the flying school and charter service at Belgrade from 1940-45, was drafted in 1945, and served for a short time in the Army Air Force.

He moved his company to Billings in 1946 and became a distributor for Cessna Aircraft Company, winning company awards for sales achievements. He also trained pilots and did charter work through his services. He was chief coordinator for search and rescue operations on behalf of the Montana Aeronautics Division from 1946-66, donating time and aircraft in

these efforts. He retired in 1973.

Bob Johnson, 87, disproved the old adage, "There are old pilots and there are bold pilots, but there are no old, bold pilots."

Born to Harvey and Sara Ann Johnson in Stratford, Ontario, Bob was raised on a modest farm in Missoula's Rattlesnake Valley. He attended Missoula County High School for a year, then left school to drive a horse-drawn delivery wagon for Missoula's Northern Express Co.

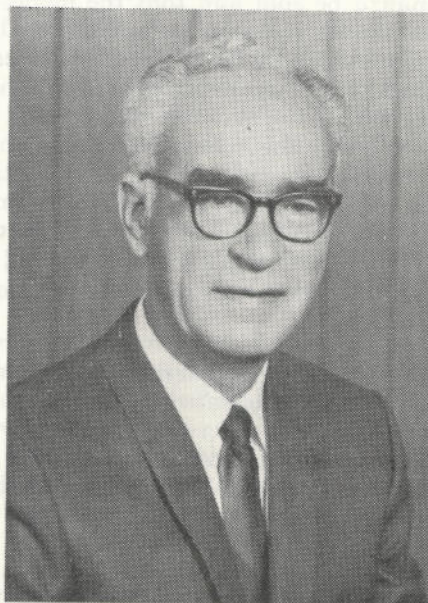
In 1921, he decided to go into business for himself. He started a gas station and battery shop on Missoula's West Main Street. He might have built a career around automobiles had he not fallen into the company of a small group of rambunctious young Missoula men who had begun flying crude airplanes for the sheer enjoyment of it.

In 1928 Johnson Flying Service was incorporated. Aided by his older brother, Dick, Bob steadily built an organization that was called on by the Forest Service to do things that seemed crazy to some observers. The company became a forerunner in the development of numerous mountain-flying techniques. Bob was an airborne mountain man, fashioning his long and successful career out of flying big, cargo-carrying airplanes into remote Rocky Mountain places where pilots generally had no business flying anything.

These men will be sorely missed. The Montana Aeronautics Division offers sincere personal regards to the families of both these men.



Bob Johnson



John Lynch

Administrator's Column

Happy New Year! And with the new year of 1981 comes Montana's regular bi-annual legislative session. There are several bills being introduced which affect aviation and should be of interest to you.

1. An act to provide that 90% of airline flight property tax collected by a county for airline operations on a state airport be paid to the Montana Aeronautics Division. This will only affect our operations at West Yellowstone where we provide all of the facilities and yet the county gets 100% of the taxes collected for the airline's operations on our airport.

2. An act to clarify when a vote of the electors is required to incur an indebtedness on behalf of a local government for airport purposes. At present there are conflicting statutes on the books. One stipulates that a city or county may incur a debt up to \$10,000 without a vote of the people, and the other stipulates the figure to be \$40,000. The Aeronautics Division is presently going on the assumption that the \$40,000 figure is correct in making loans to airports.

3. An act to authorize the Aeronautics Division to provide security at state airports whenever required by federal regulations. This will affect our operations at West Yellowstone. The 1979 Legislature changed a law which previously allowed us to provide the required law enforcement personnel by having Gallatin County appoint our security people as special deputies.

4. An act to require local governments to adopt land use regulations for airport influence areas and providing federal and state funds to be withheld until such regulations are adopted.

5. The Montana Pilots Association, the Montana Aviation Trades Association, the Montana Antique Aircraft Association and the Montana Flying Farmers are having a bill introduced to increase the aviation fuel tax by 1¢ per gallon. This stipulates that 100% of the 1¢ increase must be placed in a revolving trust account and used for loans, grants and navigational aids to local and state governments for aeronautical purposes only. It also stipulates that none of this money can be used for administrative fees and also that all loan repayments, including interest, must go back into this revolving trust account.

6. House Bill 23 — An act to terminate the state airplane pool and to authorize the sale or transfer of certain aircraft and hangars. This was a prefiled bill requested by the Legislative Interim Finance Committee and introduced by Helena Representative Gene Donaldson. There has been a considerable amount of controversy over the bill's stipulation that the Aeronautics Division's A36 Bonanza be sold and that the money from such a sale be used to pay the Aeronautics Division for a loan owed by the aircraft pool. The fact that the airplane was paid for by Aeronautics' earmarked aviation fuel money and thus owned by the Aeronautics Division. This proposed legislation brought about a furor among the aviation industry and resulted in Representative Donaldson's meeting with the Aeronautics Board and the Montana aviation associations in an effort to amend this bill. Representative Donaldson expressed his willingness to have the bill amended to eliminate this stipulation and to require that the A36 reserve account be returned to the Aeronautics Division along with the airplane. Other stipulations in the bill seemed to be well received and will not have any adverse affect on the Division.

★ ★ ★ ★ ★

Evelyn Sedivy, Supervisor of our Aerospace and Safety Education Program, was recently appointed to the permanent flight training committee of the National Association of State Approving Agencies. In her position with the Aeronautics Division Evelyn serves as approving officer for VA Flight Schools and works with the VA in monitoring these schools to assure that standards are complied with.

Congratulations Evelyn!

★ ★ ★ ★ ★

We were truly saddened over the deaths of our two friends, Bob Johnson and



Montana and the Sky
USPS 359 860
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Official Monthly Publication
of the
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MONTANA AND THE SKY is
published monthly in the interest of
aviation in the State of Montana.

Second-Class postage paid at
Helena, Montana 59604
Subscription \$2.00 per year
Editor: Paula K. Lindsey



Creative Press

Administrator's Column Continued

John Lynch. Both of these aviation pioneers have made significant contributions to Montana aviation. On behalf of the entire aviation community, the Montana Aeronautics Division and the Montana Aeronautics Board, we would like to extend our sincere sympathies to both families.

★ ★ ★ ★ ★

Regretfully, we have received notice from board members William Merrick and Charles Marshall that they desired not to be reappointed to the Montana Aeronautics Board for another term. Mr. Merrick has represented the League of Cities and Towns from June, 1973, until January, 1981. Mr. Marshall, an attorney, has represented the Montana Chamber of Commerce from January, 1977, until January, 1981. By law, one member of the board must be an attorney.

Governor Schwinden will select two new members to fill these vacant positions.

We have enjoyed working with both Bill and Charlie. They have made significant contributions over the past years and will be missed.

Aeronautics Division Hosts AMRS



By: Evelyn Sedivy, Supervisor
Aviation and Space Education

The Montana Aeronautics Division's annual Aviation Mechanics Refresher Seminar will be held on February 17 to 19, 1981, at the Coach House East Motel in Helena.

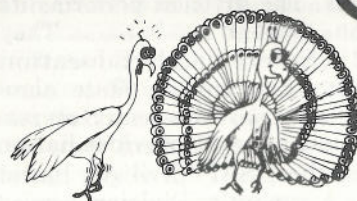
New to this year's program will be such companies as Cherry Fasteners, Phillips Petroleum, Products Research, Semco, and Goodyear. Other companies invited, but not confirmed, include Pratt & Whitney, Pacific Propeller, Detroit-Allison, and Champion Spark Plug. FAA will also be participants and have indicated the seminar will be in lieu of their annual AI meeting.

As in the past, the Aeronautics Division will provide lodging for the first thirty (30) mechanic applicants. For further details and an application form, see your nearest FBO or contact the Aeronautics Division.



PERRY the PEACOCK

SAYS: "Show your flare for those who care."

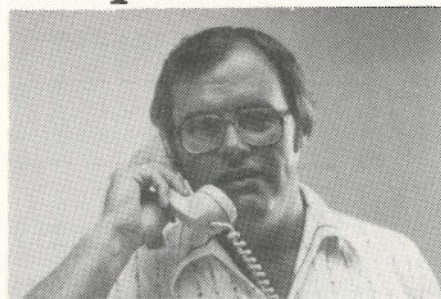


Step 4 — Make Yourself BIG

Curled up in your shelter safe and warm is of no help to anyone trying to find you. It's important to be easily spotted from the air or on the ground. Shelters are important but remember they hide you from help.

The secret to be seen is often very simple; just make yourself appear larger. For example, instead of standing up, which only lets the airplane or helicopter pilot see the top of your head and shoulders, lie down. Now he can see your whole body. Lay out anything you can — such as rocks, sticks, a tarp, tent, pack, extra clothes — or just scratch a mark with your foot; do any or all of these things and you are much easier to see.

Airport Work



By: Dave Kneidler
Chief, Airport/Airways Bureau

Even though expiration of the ADAP law has temporarily (only temporarily, we hope) dried up federal funds for airport improvements there are still some projects underway which are using some of your state aviation money to help keep things going.

A \$16,750.00 airport development loan was recently issued to Beaverhead County for improvements at the DILLON AIRPORT. Work will include installation of underground fuel storage facilities which will make aviation fuel more readily available at that airport.

A \$1,000.00 Preliminary Engineering Grant and a \$1,600.00 loan have been made to the Gallatin Airport Board to assist in financing a master plan study for the THREE FORKS AIRPORT.

Finally, a \$1,000.00 Preliminary Engineering Grant has been given to Powder River County for use in preparation of plans and specifications for improvements at the BROADUS AIRPORT and work will result in main runway reconstruction and lengthening and construction of a crosswind runway, funds permitting.

With the swearing in of a new congress this month, we will hopefully see an early resumption of work toward renewal of the expired ADAP law, although people close to the action doubt we'll see anything in final form before early summer. We will keep you posted as things progress and hope that the various factions within the aviation industry will see fit to work in closer harmony to insure that we have a bill as soon as possible.

Montana Aeronautics—



**By: Richard O'Brien, Chairman
Montana Aeronautics Board**

During the past 8½ years with the Montana Aeronautics Commission and Board, it has become obvious that very few in the aviation community, let alone those not affiliated with aviation, know very little about the responsibilities and functions of our Aeronautics Division.

It is with this in mind that I write the following article.

The Montana Aeronautics Commission was established by the 1945 legislature primarily due to successful pilot lobby. Seven commission members were selected to represent a cross-section of the aviation industry in the state, with representatives appointed from the Montana Pilots Association, a Montana fixed base operator, the County Commissioners Association, the Montana Chamber of Commerce, the League of Cities and Towns, a representative from the airline industry and a representative involved in aviation education.

Funding for the commission came from the industry itself with the assessment of a 1¢ per gallon tax on aviation fuel. This money was placed in an earmarked revenue fund.

Under the Executive Reorganization Act of 1971, the Aeronautics Commission was reduced to a

division and placed in the Department of Intergovernmental Relations (later changed to the Department of Community Affairs) and the seven member commission became the Aeronautics Board. The funding for the Aeronautics Board and Division under DCA remained the same.

The Board acts in an advisory capacity to the Director of DCA and exercises quasi-judicial and quasi-legislative powers. Some of the present functions of the Board are granting, suspending and revoking Certificates of Public Convenience and Necessity for air carriers, setting rates and related matters and acts as a municipality in authorizing the sale of Industrial Revenue Bonds for airlines whose primary base of operations is in Montana.

Under DCA most of the programs of the division have remained about the same. The division performs its functions through two bureaus. They are (1) **Safety and Education Bureau:** They enforce state aeronautics laws, provides search and rescue for lost aircraft, provides liaison between the USAF/Civil Air Patrol and the Aeronautics Division, acts as the approving agency for VA flight schools, supervises aviation safety and aerospace education programs in the Montana schools and colleges, and conducts annual Aviation Mechanics Refresher Seminars, Flight Instructor Refresher Clinics, Mountain Search Pilot Clinics and Summer Aerospace Teacher Workshops. (2) **Airport/Airways Bureau:** Responsible for constructing 16 community airports through funding and providing technical assistance.

These airports were turned over to the communities after repayment of approximately 10% of the construction cost. In addition, the Aeronautics Commission/Division has been part of 375 separate airport development projects in 20-odd years of involvement, investing aeronautics money in runways, taxi-

ways, hangars, fire trucks, fuel storage facilities, terminal buildings, etc.

Other activities include establishment and operations of 23 non-directional radio beacons (H-markers) on community airports throughout the state to provide en route and landing guidance to aircraft. These are the only navigational aids many of the communities served by Big Sky Airlines have. Air-to-ground communication radio stations are provided at some 52 community airports.

Operates and maintains 11 Aeronautics-owned airports. Most of these are recreational or border crossing airports with the exception of the air carrier airport at West Yellowstone. The Yellowstone Airport was built in 1965 to serve Yellowstone National Park and the city of West Yellowstone. Although all initial construction was federally financed, it was built only after the Montana Aeronautics Commission agreed to accept ownership and operation responsibility of the airport. It presently is served by Western Airlines and Frontier Airlines and during its summer season operation ranks among Montana's busier air carrier airports.

The Aeronautics Division owns and operates 21 mountain-top airway beacons, which are a valuable night VFR flying aid.

Other duties of the Airport Airways Bureau include periodic updating and publishing of the Montana Airport Directory and the Montana Aeronautical Chart. Also included is the annual inspection of 122 public-use airports in the state accomplished under contract with the federal government. Another program undertaken in 1967 which we can no longer afford was our VHF Omni-range Program within which the Havre VOR was purchased, installed and operated.

After the tragic death of Governor Nutter in 1962, the Aeronautics Commission was mandated to purchase

Fast—Present—Future

an executive aircraft for the primary purpose of providing transportation for the Governor. In 1967 this aircraft was traded in on a new executive aircraft. Both aircraft were paid for with earmarked aviation fuel tax money. The 1974 legislature passed a bill known as the aircraft pool bill. This bill mandated the Aeronautics Division implement and operate the pool. Again, the financial burden was placed upon the Aeronautics Division, as the legislature failed to appropriate any money to comply with the mandate.

The act did, however, provide that any deficit resulting from the operation of the pool be reimbursed from the general fund budget as determined by legislative action.

The Aeronautics Board envisioned the aircraft pool as a means of eliminating the continued expenditures of aviation fuel tax money to provide free transportation to the Governor and therefore supported the bill.

The Division thus created a third bureau (Air Transportation Bureau) to take on this additional responsibility. Aeronautics' fuel tax money was spent in good faith in an attempt to implement the pool. The 1977 legislature responded favorably by reimbursing the Aeronautics Division for these operational deficits.

Efforts to operate the Air Transportation Bureau on a self-sustaining basis were unsuccessful mainly due to the lack of utilization by state agencies. This resulted in necessary cost increases in an attempt to break even.

It was a Catch 22 situation. When the 1979 legislature refused to reimburse the Aeronautics Division for the then existing pool deficits, the Montana aviation organizations rose up in arms demanding the elimination of the pool.

The Governor responded by having the pool removed from the Aeronautics Division on July 1, 1979. A new independent Air Transportation

Division was set up to continue providing air transportation for the Governor and state personnel. The new Air Transportation Division has also found it impossible to operate on a self-sustaining basis and now the administration and the legislature are convinced that the pool concept as mandated is unworkable. Legislative action to abolish the aircraft pool is now pending.

Certain aircraft and equipment which were purchased with fuel tax money were transferred to the new division in 1979 with no provisions for repayment. This money along with the Aeronautics' operational deficits of the pool as of July 1, 1979, are presently the objects of a considerable amount of concern, and legislative action to satisfy these debts is anticipated.

During the years that Glasgow Air Force Base was in operation the Aeronautics Division received almost \$750,000 a year on the 1¢ per gallon fuel tax. This money allowed a substantial reserve to be built in the fuel tax trust fund. This fund is slowly being depleted. The tax currently brings in about \$350,000 per year. This remains the only source of funds for the Aeronautics Division.

With its income having remained static for the past 35 years, the Division finds itself in the classic cost-price squeeze being experienced by every other facet of government and industry. Programs have had to be seriously curtailed and the number of employees has almost been halved in recent years. Three separate attempts to increase the fuel tax have been rejected by the legislature due to strong airline opposition.

The Division now faces some very difficult decisions; where to cut and how. Can we let the programs for safety and education, which were so painfully developed over the years, deteriorate? Or can cuts be made in the local service programs for airport and navigational aid development?

Can we allow our programs to

deteriorate because of lack of funding?

I say NO! I feel it is in the best interest of aviation to seek increased funding and to continue these worthwhile programs in Montana. We should be proud of our leadership position throughout the nation. We the aviation people of this great state created the Montana Aeronautics Division and now it is our responsibility to support and nurture it during this time of need.

Calendar

February 17 to 19 — Aviation Mechanics Refresher Seminar, Helena.

February 25 to March 1 — Lawyer-Pilots Bar Association Semi-annual meeting. Caesar's Palace, Las Vegas. Contact David Prewitt, (215) 546-5636 for details.

March 6 to 8 — Flight Instructors Refresher Clinic, Helena.

March 8 to 11 — NATA Convention, San Antonio. Contact NATA, Washington, D.C. (202) 965-8880 for details.

March 28 to 30 — AOPA Air Safety Foundation Flight Instructor Refresher Course, Billings. Contact AOPA Flight Instructor Department for details — (800) 638-0853.

June 12 to 14 — Montana Pilots Association Convention, Glasgow. Contact Doug Campbell in Glasgow 228-4876 for details.

August 7 to 9 — Beacon Star Antique Airfield Fly-In. Sponsored by the Montana Antique Aircraft Association.

October 3 — Halloween Air Race, Great Falls to Jackpot.

October 9 & 10 — Flying Farmers Convention, Yogo Inn, Lewistown.

Eastern Students Flying to New Degree

Some business students at Eastern Montana College were in the pilot's seat last fall, winging toward a career in aviation. They are the first students working toward a newly-approved Bachelor of Science in Aviation Operations.

By the time they have the degree, the students will earn private, commercial and instrument-rated pilot's licenses and could obtain a multi-engine rating, says Dr. Stan Fawcett, chairman, Department of Economics and Management, and sponsor of the new program.

"I think it's unique," he says, "because it encompasses not only pilot training, but provides students with entry skills so they can go into industry." About half the total time a student spends at Eastern will be in traditional business subjects such as accounting, management and transportation; and about one-third will be in non-business subjects.

"A student will get a very solid degree in business," says Dr. Larry Jones, academic vice president and acting Dean of Eastern's School of Business and Economics. He sees jobs for graduates with fixed base operators, commerce and industry, and in air traffic control as well as with commercial airlines.

The aviation program includes several options. Students who take the full curriculum including flight training obtain a Bachelor of Science in Aviation Operations. Those who don't take flight training may obtain a Bachelor of Science in Business Administration with a major in transportation management that emphasizes air operations. Or some students may opt for a two-year Associate of Science Degree in Aviation, including a private license.

The Aviation Operations curriculum includes approximately 395 hours of flying plus 20 hours in a flight simulator. Laboratory fees will include approximately \$8,000 to obtain the pilot licenses. Flight training will be in cooperation with fixed base operations in Billings; both Gillis Aviation and Lynch Flying Service. The program could require fewer hours if Eastern can qual-

ify under the Federal Aviation Administration rules for concentrated programs.

Eastern's flight program is the only one in the state. The nearest similar programs are at the University of North Dakota, Grand Forks; Metro State College, Denver; and Boise State College, Idaho. Six years ago the North Dakota program enrolled 12 students. This year it had 700 majors and 3,000 taking the courses. It placed 100 percent of its graduates in aviation-related positions, says Dr. Jones.

Dr. Fawcett said more than 100 students showed interest in the 20 spots open in Eastern's program this year and should have even more next year as the program becomes better known.

(Charles P. Rightmire, EMC Newsletter UPDATE)



Photo by Alicia Pryor

Dr. Stan Fawcett, sponsor of the newly-approved Bachelor of Science in Aviation Operations program at Eastern Montana College.

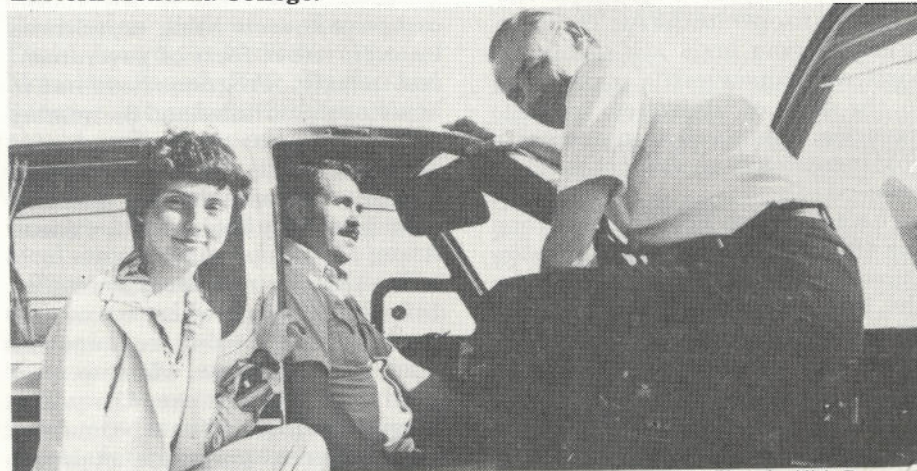


Photo by Alicia Pryor

Left to right, student Dee Dickey, Jeff Smith, president and owner of Exec Air West in Billings, and Dr. Fawcett.

Aircraft Renters Beware!

By: Ron Dent

Yellowstone Airport Manager

An insurance company may not be required to pay off on a crash of an aircraft in which all required equipment is not functioning, said a ruling by the U.S. Court of Appeals.

The case in question involved the crash of a rented aircraft in which some of the required equipment was not working and the approved flight manual was not on board. There was substantial evidence that the fuel gauge and magnetic compass were not working. Also, one generator was out and the fuel flow indicators were not working.

During the trial, uncontested expert testimony stated that if ALL required equipment is not in working order, the airworthiness certificate is suspended. The aircraft is not considered airworthy until such equipment is operating properly again.

On that basis, the court ruled, "An aircraft insurance policy may validly condition liability coverage on compliance with a governmental regulation, and, while noncompliance with such a regulation continues, the insurance is suspended as if it had never been in force."

In addition, a causal connection between inoperative equipment or missing documents and the crash does not need to be shown in order for the insurance to be invalid.

Win a Painting!

The 99s Nebraska Chapter, with the support of the International Board, is collecting donations for the 99s' International Aerospace Fund. The name of each donor will be included in a drawing to be held next spring. The winner will receive a magnificent painting of Amelia Earhart's red Vega low over a stormy ocean done by internationally known artist William Reynolds.

Mr. Reynolds, in research with Dr. Paul E. Garber, historian emeritus of the Smithsonian National Air and Space Museum, came across an original letter which Amelia wrote indicating how she feared fire in an aircraft. According to her letter, during her solo flight across the Atlantic, a crack developed in the exhaust manifold causing a long streak of white hot exhaust to flow along the fuselage. Amelia decided to descend to an altitude about twenty feet above the water so that in case the aircraft caught fire, she could ditch in the ocean. Mr. Reynolds states, "I don't know how well this incident is known, but it is the subject of this painting."

Mr. Reynolds has an extensive background in art, education and aviation. Several of his original works are now on display at the Smithsonian Air and Space Museum in Washington, D.C.

The Nebraska Chapter is delighted that Mr. Reynolds, as an expression of his high regard for the Ninety-Nines organization, offered to do a painting for a fee they could afford, rather than the usual four-figured sales price. So that all the money raised could go to the International Aerospace Fund, the Nebraska Chapter has donated the cost of the painting and frame in honor of 99s' outstanding member, Evelyn Sedivy, International Aerospace Chairman, who recently joined the Montana Aeronautics Division staff.

This is truly a one-of-a-kind painting. There are no prints. The painting itself is 28½ by 22½ inches, and is beautifully framed. It shows Amelia's red Vega, smoke is issuing from its

manifold, low above the shimmering blue-green waves against a storm-clouded sky with a glimmer of moonlight through a rift in the clouds.

Your name will be entered for the drawing one time for a contribution of \$2.00, three times for \$5.00, or eight times for \$10.00. All contributions should be by check payable to the 99s' Aerospace Education Fund, mailed to Evelyn Sedivy, Montana Aeronautics Division, P.O. Box 5178, Helena, Montana 59604 by April 30, 1981. You need not be present to win. The painting will be carefully packed and shipped, winner to pay shipping charges.

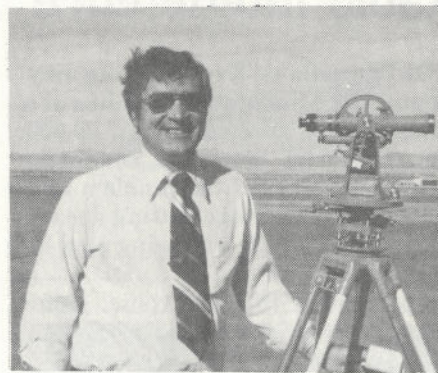


Evelyn Sedivy, International Aerospace Chairman for the 99s and artist Bill Reynolds with the magnificent painting to be raffled.



Left, Nick Poncelet, electronics technician and Bob Windom, Libby Airport Board member.

Navigational Aids



By: Jerry Burrows
Aviation Representative

LIBBY

The Libby non-directional radio beacon was completed on December 11 and when the FCC radio station license is received, it will be commissioned. The facility will operate on a frequency of 414 kHz with an identifier of LYI.

The new 100 watt solid state Southern Avionics Company transmitter has new automatic tuning devices which will help maintain uninterrupted service during such conditions as wind, ice, and snow.

Airport board members Bob Windom and Bob Wilson, along with Lincoln County personnel provided a great deal of assistance in completing this project that has been on the drawing board for many years.

Nick Poncelet, Whitefish, will be responsible for maintaining the station. He also takes care of the facilities at Eureka and Polson. Nick felt so comfortable with a pair of climbers on, that we allowed him to do all the work on the three 62' poles at Libby.

Next time you're in the Libby area, tune it is as we would be interested in learning how far you can receive the station and at what altitudes.

POLSON AND CHOTEAU

Work is underway to establish instrument approach procedures for these two airports. If you are an instrument rated pilot and would utilize these airports if they had an approach, please let us know.

Games Cause Radio Interference

On Christmas Eve over Big Sky Country the navigational radios of a 727 failed at an elevation of 25,000 feet. The crew, of course, sought to locate the cause of the problem and found that a passenger sitting just aft of the landing gear was using an electronic poker game.

Apparently the electronic game caused a loud buzzing noise in both the navigational radios.

We're sure the airlines would appreciate all passengers waiting till they're off the airplane to be dealt a Royal Flush!

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Leon J. Dolence, Ronan
Greg Beach, Missoula
Ralph C. Freeman, Jr., Missoula
Larry T. Piazzola, Whitehall
Edward J. Janney, Jr., Deer Lodge
William J. Purus, Bozeman
Mark D. Fremont, Wilsall
Raymond G. Whittaker, Bozeman
Kenneth D. Fredrickson, Helena
Sharon L. Pfaff, Miles City
Leo C. Taylor, Darby
Reed J. Powell, Corwin Springs
Ronald D. Fairhurst, Sunburst
Donald F. Nollmeyer, Savage
Kevin L. Pankow, Billings
Bobby L. Williams, Billings

COMMERCIAL

Jerald J. Erskine, Great Falls (IRA)
Henry R. Butzel, Missoula
Guy D. Jensen, Dagmar
Thelma A. Bullinger, Billings
William K. Waddell, Billings

INSTRUCTOR

Russell B. Hamer, Helena (Renew)
Timothy J. Dwyer, Havre (Renew)
Mitchell R. Jorgenson, Billings (Renew)
Gerald E. Mobley, Billings (Renew)
Robert D. McIver, Billings (Add ME)

INSTRUMENT

David L. Buck, Missoula
Karl C. Ingebrightson, Great Falls

ATP

Gregory B. Mechlenburg, Bozeman

2,500 copies of this public document were published at an estimated cost of \$.18 per copy, for a total cost of \$447.17, which included \$230.00 for printing and \$217.17 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



January, 1981

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